

## Spring Valley

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### Key Issues

- The community has expressed a desire to change the character of the land uses within the existing Service Commercial and Industrial land use designations to encourage uses that are compatible with the surrounding residences
- Proposed designation changes along Bancroft Drive/Jamacha Road could cause some existing businesses to become non-conforming
- Incompatible mix of existing land uses creates difficulty in planning cohesive commercial/industrial districts
- In areas where existing heavy commercial and/or industrial uses are located immediately adjacent to residences, it is difficult to provide an appropriate land use buffer to separate these incompatible uses
- A 10.5 acre site located west of Sweetwater Springs Blvd. is currently designated Neighborhood Commercial but the existing uses on the site are compatible with General Commercial

### Planning Group Direction

- Supports Limited Impact Industrial on most existing Service Commercial and General Impact Industrial areas
- Recommends a change to General Commercial for the 10.5 acre site of Neighborhood Commercial
- Supports changing the Limited Impact Industrial Designation for the area now occupied by the swap meet, to a residential designation

**Additional Staff Analysis/  
Recommendations**

Staff supports the majority of the Planning Group's recommendations. The exceptions are as follows:

- Staff recommends a split designation of General Commercial (C-1) and Residential (VR-24) for the 10.5 acre site west of Sweetwater Springs Blvd. The additional residential potential may provide an incentive to upgrade the site in a manner compatible with the surrounding community
- The Planning Group recommended that properties abutting the north side of Jamacha Road be changed from General Impact Industrial to Limited Impact Industrial. Staff supports this recommendation with the exception of a small area of existing heavy industrial uses on the northwest corner of Jamacha and Grand Ave where staff proposes Medium Impact Industrial
- Staff recommends retaining the Limited Impact Industrial designation for the swap meet area. Because most of this land is under-utilized and it is adjacent to SR 125 and SR 54, the area provides an appropriate location for future light industrial uses

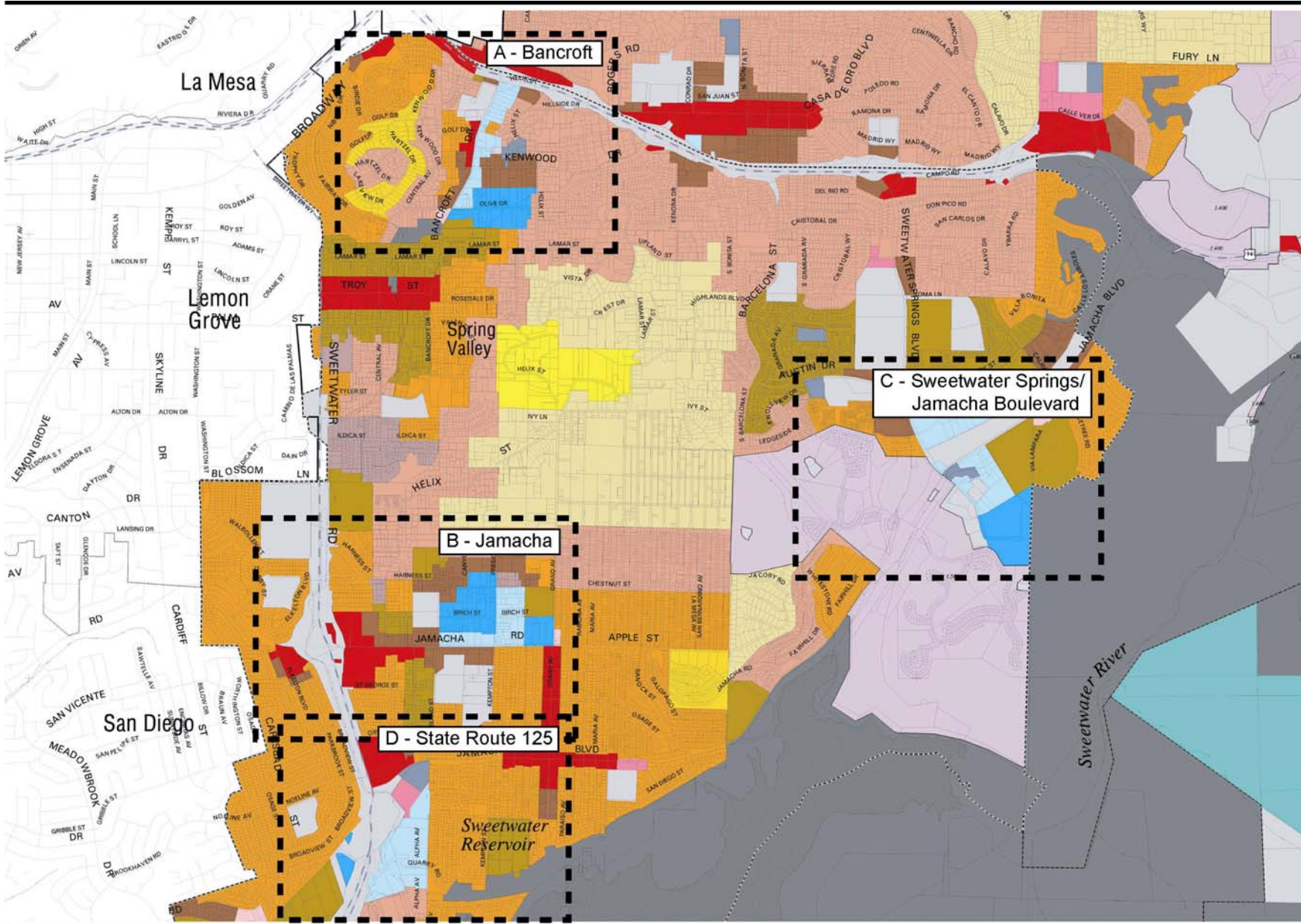
**ERA Needs Analysis**  
(all numbers in acres)

	<b><i>Projected Demand</i></b>	<b><i>Existing General Plan</i></b>	<b><i>Surplus/ (Deficit)</i></b>	<b><i>Proposed General Plan</i></b>	<b><i>Surplus/ (Deficit)</i></b>
Commercial	95	205	110	206	111
Industrial	83	362	279	267	184
Office	28	63	36	53	25

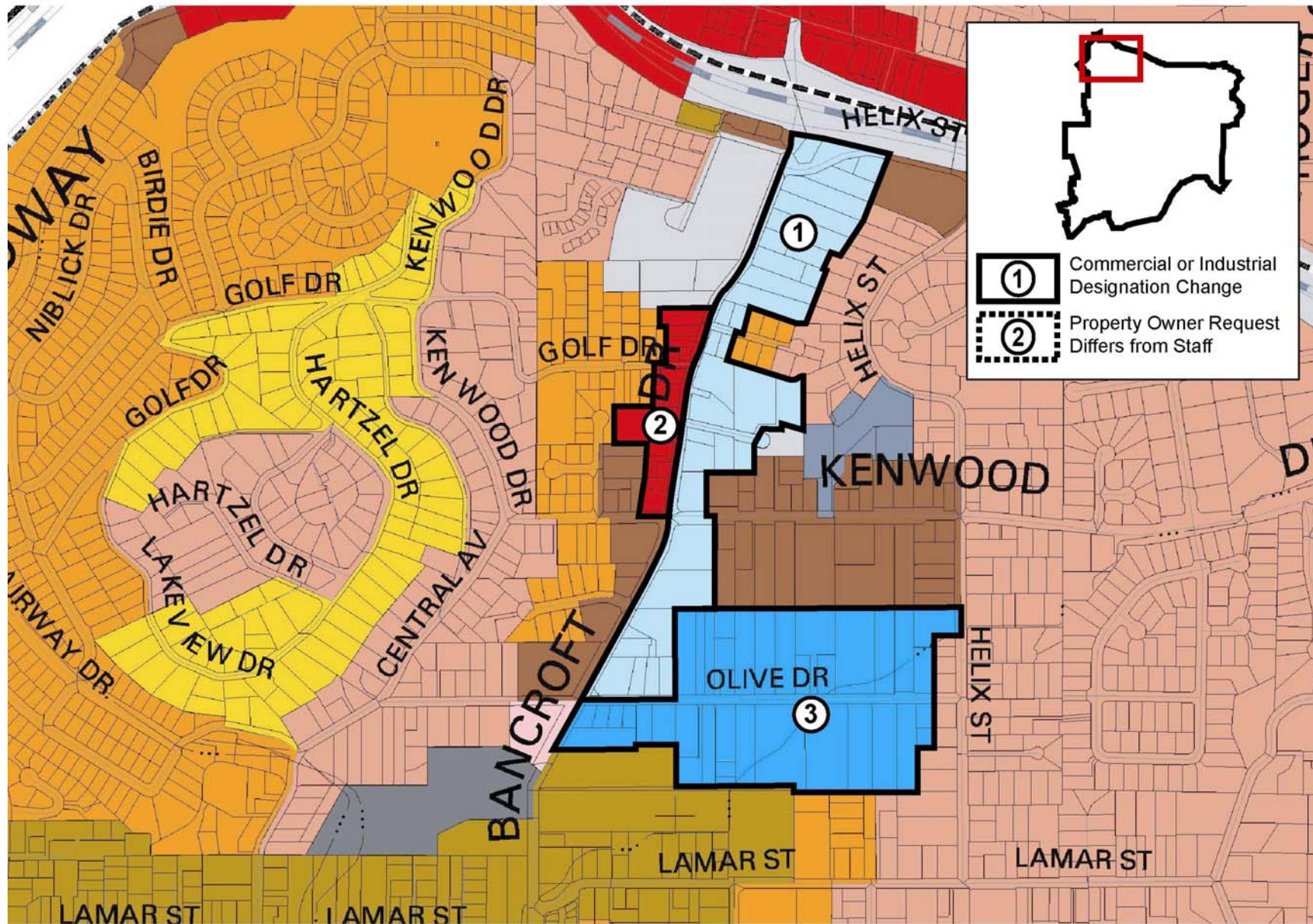
*Note: All numbers rounded to the nearest whole number*

*Source: Economics Research Associates, County of San Diego*

## Spring Valley



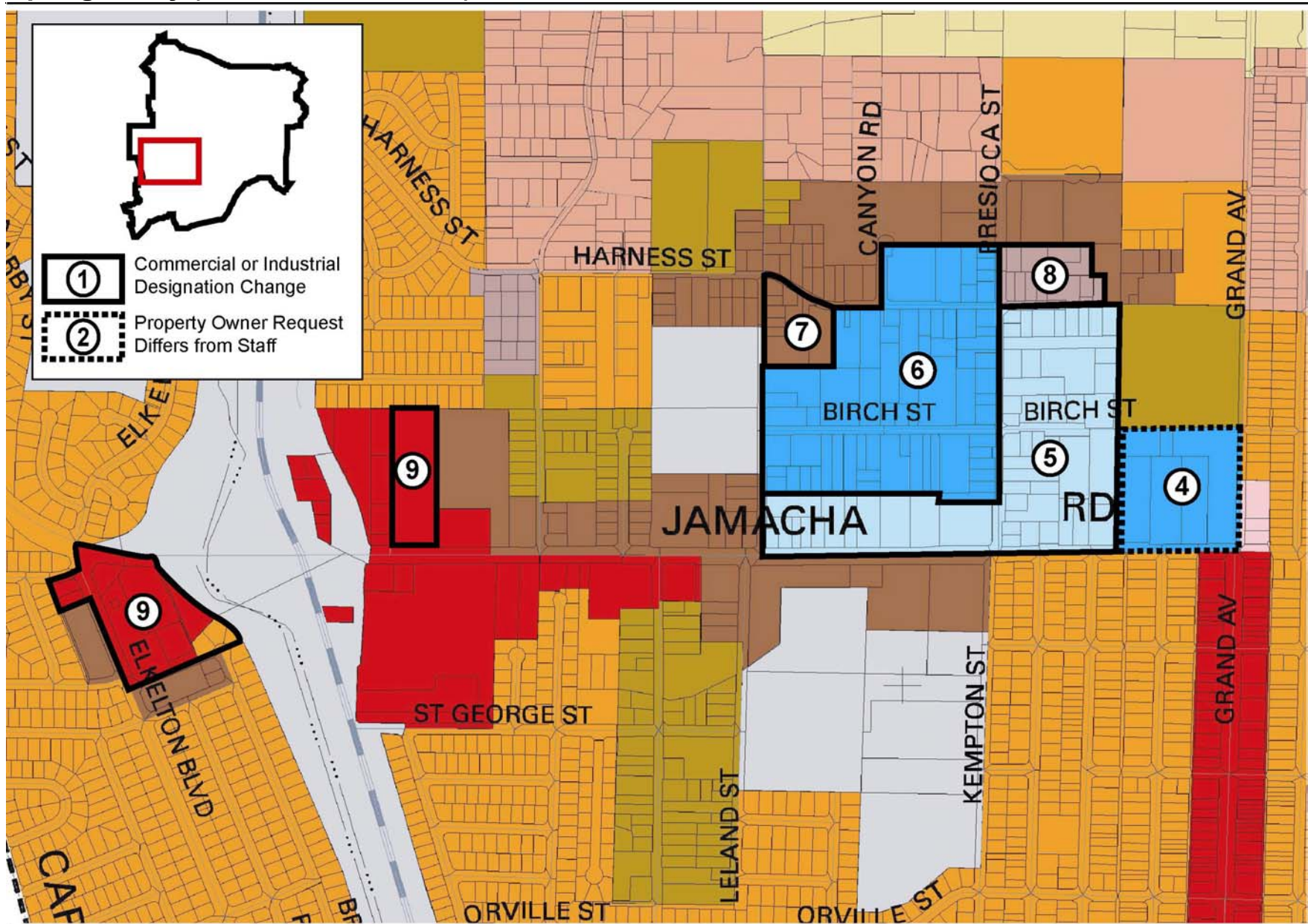


**Spring Valley (Bancroft Drive)**

#	Proposed Land Use			Existing Conditions	Rationale for Staff Recommendation
	Staff	CPG/CSG	Owner		
1	(I-1) Limited Impact Industrial	(I-1) Limited Impact Industrial	No recommendation submitted	<p><i>Total Area:</i> Approx. 23 acres</p> <p><i>Current Use:</i> Mix of light industrial uses</p> <p><i>Existing GP:</i> (14) Service Commercial</p>	<ul style="list-style-type: none"> <li>Existing commercial/industrial corridor located on the west and east side of Bancroft Drive, a Circulation Element Road with direct access to Highway 94</li> <li>Recognizes existing commercial/ industrial uses with minimal incompatible land use impacts to adjacent residential neighborhoods</li> <li>Existing uses, with certain exceptions, are primarily located within enclosed buildings or fenced areas</li> <li>Staff supports Planning Group recommendation</li> </ul>
2	(C-1) General Commercial	(C-1) General Commercial	No recommendation submitted	<p><i>Total Area:</i> Approx. 4 acres</p> <p><i>Current Use:</i> Mix of General Commercial uses</p> <p><i>Existing GP:</i> (14) Service Commercial</p>	<ul style="list-style-type: none"> <li>Existing commercial area with direct access to Highway 94 via Bancroft Drive</li> <li>Recognizes existing commercial businesses with minimal incompatible land use impacts to adjacent residential neighborhoods</li> <li>Various commercial businesses including auto repair, fast food restaurant, and a gas station/mini-mart</li> <li>Staff supports Planning Group recommendation</li> </ul>

#	Proposed Land Use			Existing Conditions	Rationale for Staff Recommendation
	Staff	CPG/CSG	Owner		
3	(I-2) Medium Impact Industrial	(I-2) Medium Impact Industrial	No recommendation submitted	<p><i>Total Area:</i> 29.5 acres</p> <p><i>Current Use:</i> Mix of service commercial and industrial uses</p> <p><i>Existing GP:</i> (16) General Impact Industrial</p>	<ul style="list-style-type: none"> <li>Existing, large commercial/ industrial district located east of the intersection of Bancroft Drive and Olive Drive. The area has direct access to Highway 94 via Bancroft Drive</li> <li>Recognizes existing service commercial/industrial uses with minimal land use impacts to adjacent residential neighborhoods</li> <li>Mixture of automotive services (including large truck storage and repair), construction equipment storage (outdoor) wholesaling and service commercial uses</li> <li>Consistent with industrial location criteria</li> <li>Staff supports Planning Group recommendation</li> </ul>



**Spring Valley (Jamacha Boulevard)**

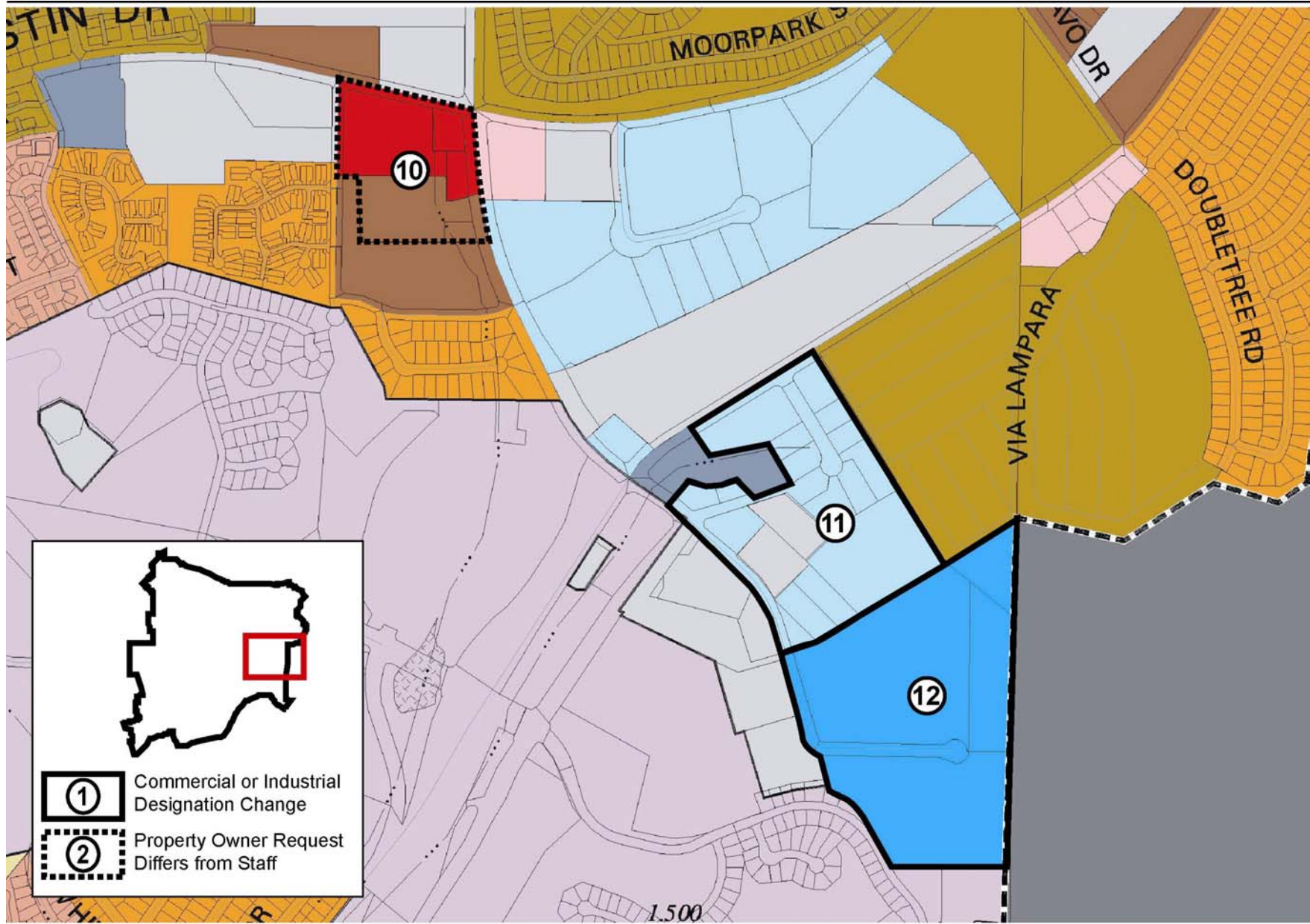
#	Proposed Land Use			Existing Conditions	Rationale for Staff Recommendation
	Staff	CPG/CSG	Owner		
4	(I-2) Medium Impact Industrial	(I-1) Limited Impact Industrial	No recommendation submitted	<p><i>Total Area:</i> 9.4 acres</p> <p><i>Current Use:</i> Existing heavy industrial uses</p> <p><i>Existing GP:</i> (15) Limited Impact Industrial (16) General Impact Industrial</p>	<ul style="list-style-type: none"> <li>Area is located at the northwest intersection of Jamacha Road and Grand Avenue. The area has direct access to Jamacha Road, classified as Collector Road on the Circulation Element</li> <li>Recognizes existing, large industrial district characterized by heavy industrial uses (with outdoor storage). Uses include a steel fabrication plant, move on housing storage yard, construction equipment storage and industrial warehouses</li> <li>Consistent with industrial location criteria</li> </ul>
5	(I-1) Limited Impact Industrial	(I-1) Limited Impact Industrial	No recommendation submitted	<p><i>Total Area:</i> 28 acres</p> <p><i>Current Use:</i> Various service commercial/ light industrial uses</p> <p><i>Existing GP:</i> (15) Limited Impact Industrial (16) General Impact Industrial</p>	<ul style="list-style-type: none"> <li>Area is located on the north side of Jamacha Road and the east side of Presioca Street with direct access to Jamacha Road, classified as Collector Road on the Circulation Element</li> <li>Recognizes existing mixture of service commercial and light industrial uses, with minimal impact to adjacent residential neighborhoods. Uses include automotive service shops, self storage facility, and construction equipment storage yards</li> <li>Consistent with industrial location criteria</li> <li>Staff supports Planning Group recommendation</li> </ul>



#	Proposed Land Use			Existing Conditions	Rationale for Staff Recommendation
	Staff	CPG/CSG	Owner		
6	(I-2) Medium Impact Industrial	(I-2) Medium Impact Industrial	No recommendation submitted	<p><i>Total Area:</i> 29.86 acres</p> <p><i>Current Use:</i> Various heavy commercial/industrial uses</p> <p><i>Existing GP:</i> (16) General Impact Industrial</p>	<ul style="list-style-type: none"> <li>Area is located between Sweetwater Lane and Presioca Street, with direct access to Jamacha Road, classified as Collector Road on the Circulation Element</li> <li>Recognizes an established heavy commercial/industrial district with various outdoor storage uses) with minimal land use impacts to adjacent residential neighborhoods</li> <li>Consistent with industrial location criteria</li> <li>Staff supports Planning Group recommendation</li> </ul>
7	(VR-24) Village Residential	(VR-24) Village Residential	No recommendation submitted	<p><i>Total Area:</i> 3.5 acres</p> <p><i>Current Use:</i> Single and multi-family residential neighborhood</p> <p><i>Existing GP:</i> (15) Limited Impact Industrial</p>	<ul style="list-style-type: none"> <li>Area is located southeast of the intersection of Sweetwater Lane Harness Street</li> <li>Reflects existing residential neighborhood</li> <li>Consistent with community development model</li> <li>Staff supports Planning Group recommendation</li> </ul>

#	Proposed Land Use			Existing Conditions	Rationale for Staff Recommendation
	Staff	CPG/CSG	Owner		
8	(VR-10.9) Village Residential	(VR-10.9) Village Residential	No recommendation submitted	<p><i>Total Area:</i> 3.5 acres</p> <p><i>Current Use:</i> Single family and multi-family residential</p> <p><i>Existing GP:</i> (15) Limited Impact Industrial</p>	<ul style="list-style-type: none"> <li>Area is located at the northeast intersection of Presioca Street and Harness Street, with direct access to Jamacha Road, classified as Collector Road on the Circulation Element</li> <li>Reflects existing multi-family residential neighborhood (condominium and apartment complexes)</li> <li>Consistent with community development model</li> <li>Staff supports Planning Group recommendation</li> </ul>
9	(C-1) General Commercial  (VR-7.3) Village Residential	(C-1) General Commercial  (VR-7.3) Village Residential	No recommendation submitted	<p><i>Total Area:</i> 11 acres</p> <p><i>Current Use:</i> Commercial with a small area of residential</p> <p><i>Existing GP:</i> (14) Service Commercial</p>	<ul style="list-style-type: none"> <li>Single parcel on east side of SR 125 is surrounded by General Commercial and Residential uses</li> <li>Change to area west of SR 125 reflects existing commercial strip center</li> <li>Designation on 3 single family parcels adjacent to commercial center changed to Residential to reflect existing use</li> </ul>

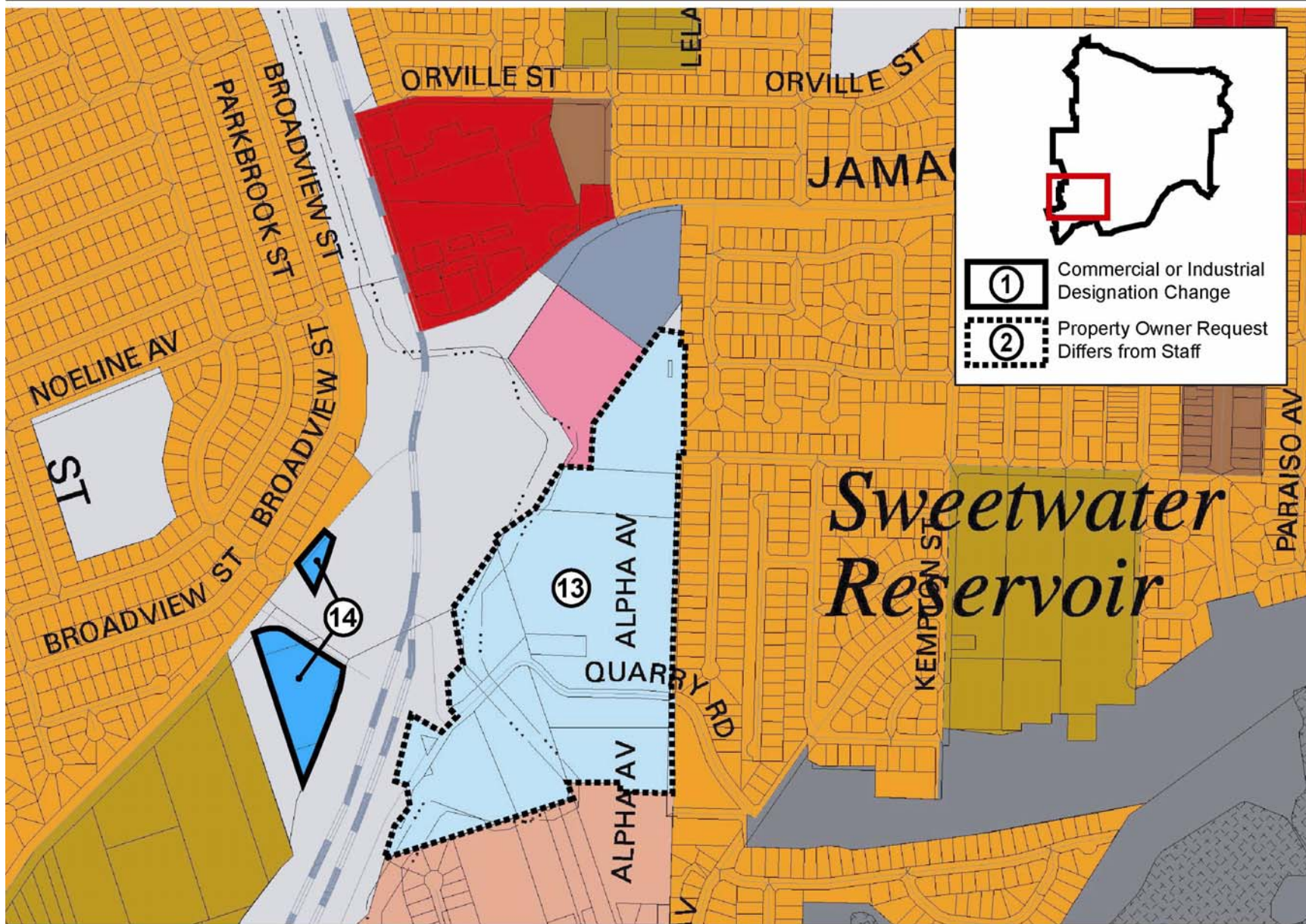
# Spring Valley (Sweetwater Springs Blvd/Jamacha Blvd)



#	Proposed Land Use			Existing Conditions	Rationale for Staff Recommendation
	Staff	CPG/CSG	Owner		
10	<p>Split designation:</p> <p>(C-1) General Commercial on northern portion</p> <p>(VR-24) Village Residential on southern portion</p>	(C-1) General Commercial	(C-1) General Commercial <b>(Lamden Family Trust)</b>	<p><i>Total Area:</i> 10.5 acres</p> <p><i>Current Use:</i> Existing retail shopping center</p> <p><i>Existing GP:</i> (12) Neighborhood Commercial</p>	<ul style="list-style-type: none"> <li>• The General Commercial component reflects the existing commercial uses</li> <li>• The Residential component is consistent with adjacent residential development and provides a buffer between existing residences and the General Commercial area</li> <li>• Consistent with the community development model</li> </ul>
11	(I-1) Limited Impact Industrial	(I-1) Limited Impact Industrial	No recommendation submitted	<p><i>Total Area:</i> 19 acres</p> <p><i>Current Use:</i> Existing industrial park</p> <p><i>Existing GP:</i> (16) General Impact Industrial</p>	<ul style="list-style-type: none"> <li>• Area has direct access to Jamacha Blvd. classified as Expressway on the Circulation Element</li> <li>• Recognizes existing light industrial uses (primarily enclosed) with minimal impacts to adjacent residential neighborhoods – provides a buffer to adjacent residential uses</li> <li>• Recognizes existing industrial park nearly built-out (primarily enclosed businesses)</li> <li>• Consistent with the community development model</li> <li>• Staff supports Planning Group recommendation</li> </ul>



#	Proposed Land Use			Existing Conditions	Rationale for Staff Recommendation
	Staff	CPG/CSG	Owner		
12	(I-2) Medium Impact Industrial	(I-2) Medium Impact Industrial	No recommendation submitted	<p><i>Total Area:</i> 32.56 acres</p> <p><i>Current Use:</i> Existing Industrial/ manufacturing park</p> <p><i>Existing GP:</i> (16) General Impact Industrial</p>	<ul style="list-style-type: none"> <li>• The area has direct access to Jamacha Blvd. classified an Expressway on the Circulation Element</li> <li>• Recognizes existing, large acreage industrial uses (components fabrication/ warehouse facilities, with associated truck storage) with minimal land use impacts to adjacent residential neighborhoods</li> <li>• Provides an appropriate Land Use Designation for a large established industrial park that provides employment opportunities to the community</li> <li>• Staff supports Planning Group recommendation</li> </ul>

**Spring Valley (State Route 125)**

#	Proposed Land Use			Existing Conditions	Rationale for Staff Recommendation
	Staff	CPG/CSG	Owner		
13	(I-1) Limited Impact Industrial	Unspecified Residential Land Use Designation	No recommendation submitted	<p><i>Total Area:</i> 44 acres</p> <p><i>Current Use:</i> Swap Meet, self-storage facility, equipment storage yard</p> <p><i>Existing GP:</i> (15) Limited Impact Industrial</p>	<ul style="list-style-type: none"> <li>• Large area located east of State Route 125, south of Paradise Valley Road</li> <li>• The area has direct access to State Route 125 via Quarry Road</li> <li>• The majority of the area (currently occupied by the swap meet) is paved. The area is highly disturbed with little or no environmental significance</li> <li>• The majority of the paved area is adjacent to and below the right-of-way for the State Route 125 (noise impacts are a major issue)</li> <li>• The area is currently under utilized and would be more appropriate for manufacturing, processing or assembly uses</li> </ul>
14	(I-2) Medium-Impact Industrial	(I-2) Medium-Impact Industrial	No recommendation submitted	<p><i>Total Area:</i> 1 acre</p> <p><i>Current Use:</i> Undeveloped and open construction storage yard</p> <p><i>Existing GP:</i> (16) General Impact Industrial</p>	<ul style="list-style-type: none"> <li>• Two parcels located within and adjacent to the State Route 125 freeway right-of-way</li> <li>• One parcel is vacant; the other parcel contains an open construction equipment storage yard</li> <li>• Staff supports Planning Group recommendation</li> </ul>